

THE COUNTY COUNCIL
Continued from page 3.

Whole for the discussion of the by-law and Mr. Pringle took the chair. Mr. Calder explained that 2 1/2 miles of the work was already completed and the grading and culverts on practically all of the road were complete. This is a County-Provincial Road, for the cost of which the Province pays 60 per cent and by means of the by-law the remaining forty per cent. would be divided between the two counties. The Committee rose and the by-law was considered as adopted.

The consideration of the most interesting but somewhat lengthy report of the Good Roads Committee, presented Thursday by Chairman Calder of Durham occupied considerable time during the session. The clause of the report dealing with the miscarriage of certain by-laws passed at the last session brought forth a large amount of discussion. These by-laws were passed last summer to enable the urban municipalities to secure 40 per cent. grant from the Department of Highways for the construction of roads in these municipalities which would be connecting links for the present Provincial and County-Provincial roads. Immediately following the passing of these by-laws the village of Dundalk commenced work on the roads covered by these by-laws and were indignant to find later that the Department had never approved of the by-laws and that the 40 per cent. was not forthcoming. The matter was brought up in the Committee report and Reeve McDowall of Dundalk presented Dundalk's side of the question. The result was that after the whole report had been adopted a committee composed of Messrs. Calder and McDowall, and the Warden were appointed to interview the Department and have this matter rectified, not only for Dundalk, but all other municipalities affected in the same but not to so great an extent.

The report of the Suburban Area Commission which has had charge of all main roads leading into Owen Sound for the past two years was presented and gave a very good idea of the work accomplished by this commission which has been one of the most active road-making organizations in the county. County Road Superintendent John Johnson also presented his report of work done on County and County-Provincial Roads during the past season. Here, too, great progress has been made.

In connection with the road dividing the County of Grey from the County of Wellington, a motion was adopted whereby a committee was appointed to confer with a committee from the Wellington County Council whereby that body will undertake to maintain and construct that road and this county will undertake to pay half the cost of it. There was considerable discussion on this matter.

Practically all the members were present at Thursday afternoon's session at the County Court House. The Secretary read the roll, the minutes and the communications, which were, without exception, accounts. These were referred to the respective committees to be dealt with.

Reeve A. Filsinger read the report of the Road and Bridges Committee which dealt entirely with accounts. Two of these Mr. Hunt did not think were explained very thoroughly and after a short session as a Committee of the Whole the whole matter was adjusted and the report was adopted.

Mr. McEachern of Egremont read a most interesting and complete report of the Conference regarding secondary education for rural municipalities held in the Parliament Buildings, Toronto, last July 5th and 6th. Nearly all the counties of the province were represented and the meeting was addressed by the Minister of Education, as well as other well-known authorities on education. The conference arrived at the conclusion that the time for Secondary Education in rural communities had come and that the government assistance should be given to certain centres in establishing such schools. Mr. Smith moved that the Council receive Mr. McEachern's very thorough account of the convention and that he be allowed a sum sufficient for his expenses during the convention.

The report of the Good Roads Committee was presented by the chairman of the committee, Reeve Calder of Durham. In connection with the suit instituted by the Ontario Hydroelectric Commission against the county for the removal of poles and other work some time ago, the County Solicitor had advised that a cheque be sent the Commission for poles removed and work done at the sink-hole north of Markdale. There was an understanding at that time that the suit for the other poles would be dropped. This however was revived and a defense was prepared for the case, which was to come up at the fall assizes but on the suggestion of the Solicitor for the Commission the case was left over as there had been many similar cases all over the province and the Department of Highways had been endeavoring to come to an understanding with the Hydro Commission regarding an equal settlement for all cases.

Mr. Calder explained this clause of the report when it was considered in the Committee of the Whole. The suit had been standing about a year. The County had removed Hydro poles and the original bill for these was \$1,800. Other companies such as the Bell Telephone and the Great Northern Telegraph moved their poles and lines whenever requested to do so by the county but there had been an old agreement between the County and the Commission whereby the County was to pay the Commission for all poles that were removed. The clause, he said, explained itself and it was adopted.

Mr. Calder took up the matter of insurance earlier. While negotiations were in progress a fire occurred in one of the sheds in Hanover where some of the machinery was stored, and one of the bins and part of the machinery was burned. The policies arrived a few days later and they were dated back and so there is every prospect that the county will be able to collect from the companies which are most reliable ones. This section of the report was adopted without comment of others than Mr. Calder himself, who explained the situation.

The report recommended that the suit for damages instituted by Mr. Conn of Feversham for damage done to his auto while in Collingwood Township should be defended, as the committee believe they have a good defense. This clause was also adopted without discussion. Mr. Watson of Priceville also threatened the County with a suit for damages to his property through the construction of County Roads. The report stated that the matter had been taken up with Mr. Nichol, the road foreman, and he had taken every precaution to establish proper grades so that a surplus of water would not enter Mr. Watson's land. The report recommended that the action should be defended by the County.

Reeve McDowall asked Mr. Calder whether the County Solicitor had been consulted before action had been taken in such cases as this. Mr. Calder replied that not in every case was his counsel sought. The Good Roads Committee refuse to pay damages where they do not think the payment of damages would be justified and then if a writ is issued the Committee consults the solicitor. "If we ever begin to pay these claims," said Mr. Calder, "we will have to pay thousands," and he added that the people who think they have been unjustly treated by the County often go to the Reeves of the municipalities in which they live and they are sometimes encouraged to try to secure damages from the county. This clause also passed, as did the clause recommending that the action of Mr. Cinnamon for damages incurred through the building of the Meaford and Thornbury road be defended.

A resident of Brant Township, in Bruce County, threatened the County of Grey with an action unless the County would lower the ditch running under a culvert opposite his property. Mr. Hunt said he knew the case to which the Brant Township farmer referred and he thought what he asked for might be easily done. Mr. Calder said he had spent considerable time in investigating the same culvert and if the farmer would dig his drain deeper there would be no difficulty about the culvert functioning properly. This clause was adopted.

The report stated that the Committee was in receipt of many suits for damages for broken axles and springs, said to be due to the condition of the County Roads. They are practically without exception of a frivolous nature and deserve no recognition whatever. A new law in the Highways Act requires a municipality to have been given notice of the dangerous condition of the road before they are held responsible for accidents.

As next year will see two outfits at work between Singhampton and Hanover, the reports suggested that a united effort should be made to have the Department take over this section of road as a County-Provincial Road. Mr. Calder explained that the County-Provincial Roads in Grey were practically all complete and as there has been an outfit on this road for two years it will require only a short time to complete the road. If it could be designated as a County-Provincial road 60 per cent. of the cost would be borne by the Government. Mr. Calder thought that if a united effort were made the Government would accede to Grey County's request.

Owing to the fact that there had been some mistakes in the estimates for the bridge north of Holstein, the contract of which was awarded to Mr. Hill of Mount Forest, the contractor was claiming large extras and the committee had arrived at an agreeable settlement for \$2,500. This section of the report was also accepted.

In the June session of the Council by-laws had been passed whereby urban municipalities proposed to do certain road work as connecting links for the present system of highways and for this work were to receive 40 per cent. of the cost from the Department. The by-laws had miscarried. Dundalk had proceeded to spend the money in good faith and now were at a loss of 40 per cent. of the work they had done on the roads in that village. The report recommended that every assistance be given the municipality of Dundalk to recover this amount from the Government.

Mr. Calder explained the situation and Reeve McDowall opened the discussion. Immediately following the June session Mr. McDowall had gone home to Dundalk and feeling assured that the village had the by-law to rely on, the municipality had gone ahead with a program of roads to the amount of \$1,685. This meant quite a sum when it is considered that there are only about 200 rate-payers.

The Clerk read copies of letters sent to the Department enclosing the by-laws for approval. Later on in the year he had again written the Department stating that he had received no acknowledgement of his first letter. Apparently the by-laws only await the sanction of the Minister of Highways and the Council seemed agreed that this sanction should be given at once. This clause passed and later on in the meeting a committee composed of Reeve McDowall of Dundalk, Good Roads Chairman Calder and the Warden was appointed to go to Toronto in the near future and interview the Department and bring every force to bear to have the by-laws ratified and the money awarded, not only to Dundalk, but to all the urban municipalities for which by-laws were passed in the June session.

The report of the Good Roads committee continued by stating that it was to be hoped that the Good Roads Committee which would be appointed next year would take into the consideration the experiments made by the Committee this year in oil and asphalt surfaces for the roads all of which had been most successful. This clause passed.

Mr. McKnight, the County Engineer, had been asked that the agreement under which he had been hired be amended and for his convenience this was being done. The Council approved and the clause passed.

The last clause, with the exception of many accounts was one expressing the gratification of the Committee to the Superintendent, the foreman and the engineer for the courteous and capable manner in which they had handled the work during the season. The report stated that the county had a very efficient staff of road builders. This was passed unanimously. The committee rose and the whole report was adopted.

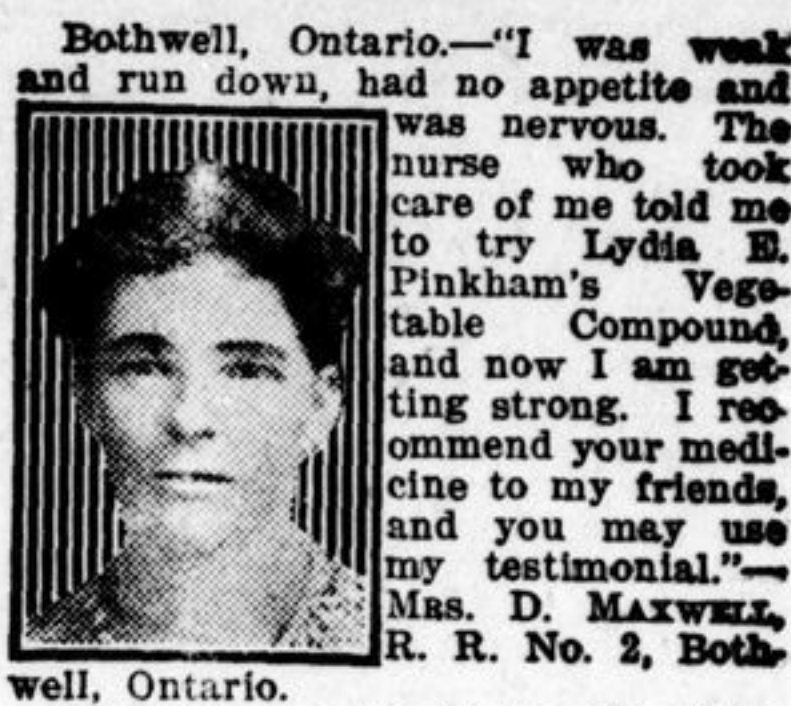
Reeve McDowall read the report of the Special Committee on the Warden's address, gave a comprehensive review of the address delivered by the Warden on Monday evening and in conclusion stated that the members of the Council appreciated the Warden's uniform courtesy and devotion to duty. He had always worked for the welfare of the County and now that he realized the confidence which had been reposed in him through electing him to the Wardenship. The report was heartily endorsed.

Mr. John Eaton, chairman of the Suburban Area Commission, read the report of the doings of the Commission during the past year. The amounts spent on the various roads under the control of the Commission are as follows:

Road No.	Construction	Main
1 Sarawak	998.60	1,061.37
2 Shallow Lake		2,839.27
3 Jackson	23,288.32	148.90
4 Kilsyth		2,793.28
5	194.15	322.75
6 Meaford	8,988.08	97.05
7		22.85

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8	33,469.18	801.62
		8,987.99
		33,469.15
General		3,436.01
		44,692.25

The chief items of construction are 5,930 lineal feet of concrete pavement nine feet wide with macadam shoulders each side, 600 feet of asphalt macadam, a 6x6 reinforced concrete culvert 60 feet long and a heavy fill over Maxwell's Creek on Road No. 3 and an asphalt carpet on road No. 6 for a distance of approximately six miles.

On Road No. 3 the grading was very difficult due to numerous rock knolls that had to be quarried out before construction could commence. Superintendent Penner had estimated the concrete to cost \$1.70 per square yard, or \$8,976 per mile. Comparing this with contract cost there should be added at least ten per cent. for plant rental, supervision, etc., and ten per cent. profit.

The total cost per mile for this road, including everything, is \$17,212.80, less a credit of \$600 for cement bags returned.

On Road No. 6 the total cost for surfacing was \$9,000, or \$1,500 per mile. This the commission considered high and is due to the fact that the road was neglected too long and

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the very long haul of gravel. However, it was the only remedy, and with light maintenance in 1923 it should be a good road for many years. The important thing here is prompt repairs when small holes show, remembering that a stitch in time saves nine.

Considering the report in a Committee of the Whole, the Council seemed very well pleased with the workings of the Commission and Mr. Eaton and other members of the Commission were only too willing to answer any question the members might ask.

Mr. Johnson, the County Road Superintendent, gave a report of the work done during the year with the costs of the various roads constructed throughout the season. The total expenditures for all purposes was \$188,801.39.

Mr. McEachern and Mr. Wright moved that in view of the unsatisfactory conditions existing between the County of Grey and the County of Wellington that a committee composed of the Warden, Superintendent Johnson, Mr. Calder, Mr. Wright and Mr. Allan and the mover be a committee to interview the Wellington Council regarding the making of an agreement whereby that body would take over the road separating the two counties, to construct and maintain it and charge 50 per cent. of the

cost to Grey County. It was explained that as the agreement between the two counties stands, Wellington is spending all the money from both Grey and Wellington counties on the Wellington portion of the road. Under the new agreement the road would be made uniformly good. The motion met with some spirited opposition from Reeve McCuaig but it was finally passed.

Following the passing of a motion appointing a committee to interview the Department on the matter of the by-laws a committee was appointed to take up the matter of the Singhampton-Hanover Highway with the Reeves and anyone interested and then later a deputation will be sent to the Government. This committee was composed of Messrs. Calder, McKenzie, McFavish and Taylor.

At Friday afternoon's session of the Council the members, or at least several of the members, occupied fully half of the three hours during which the Council sat with useless discussion discussion which brought no result whatever. In spite of this some very important business was transacted. The Northern Ontario Fire Relief Committee was granted the sum of \$1,000 and the undertaken it and charge 50 per cent. of the

(Continued on page 7.)

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Lv. Elora	9.20 a.m.	5.10 p.m.
Ar. Guelph	9.45 a.m.	5.36 p.m.
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